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AMERICAN COUNCIL OF ENGINEERING COMPANIES
of Pennsylvania

2023

Diamond Awards

FOR ENGINEERING EXCELLENCE

Thursday, January 26, 2023

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I-579 Urban Open Space Cap
Pittsburgh, PA

Diamond Awards

President's Message

On behalf of the ACEC/PA Board of Directors, I would like to welcome you to the 2023 Diamond Awards for Engineering Excellence. This is the first time we've been in person at this event since 2020, and to say we are grateful for the support of our members and their partners over the past three years is an understatement.



Tonight, we are celebrating the very best of the industry's creative and dynamic work, along with ACEC/PA's next chapter.

Much has changed since we last gathered for an in-person Diamond Awards evening, and this event shows what can be accomplished with talent, time, patience, and perseverance. Thank you to all of the honorees today, as well as to our board members, member firms, and partners who have continued to strive for excellence no matter the circumstances. The future of the industry is bright, and tonight is a wonderful example of why the consulting engineering industry is so important to our commonwealth and to our nation.

A special thank you to the ACEC/PA staff and Diamond Awards volunteers who made this celebration possible.

A handwritten signature in gold ink that reads "Roseline Bougher".

Roseline Bougher | ACEC/PA Board President



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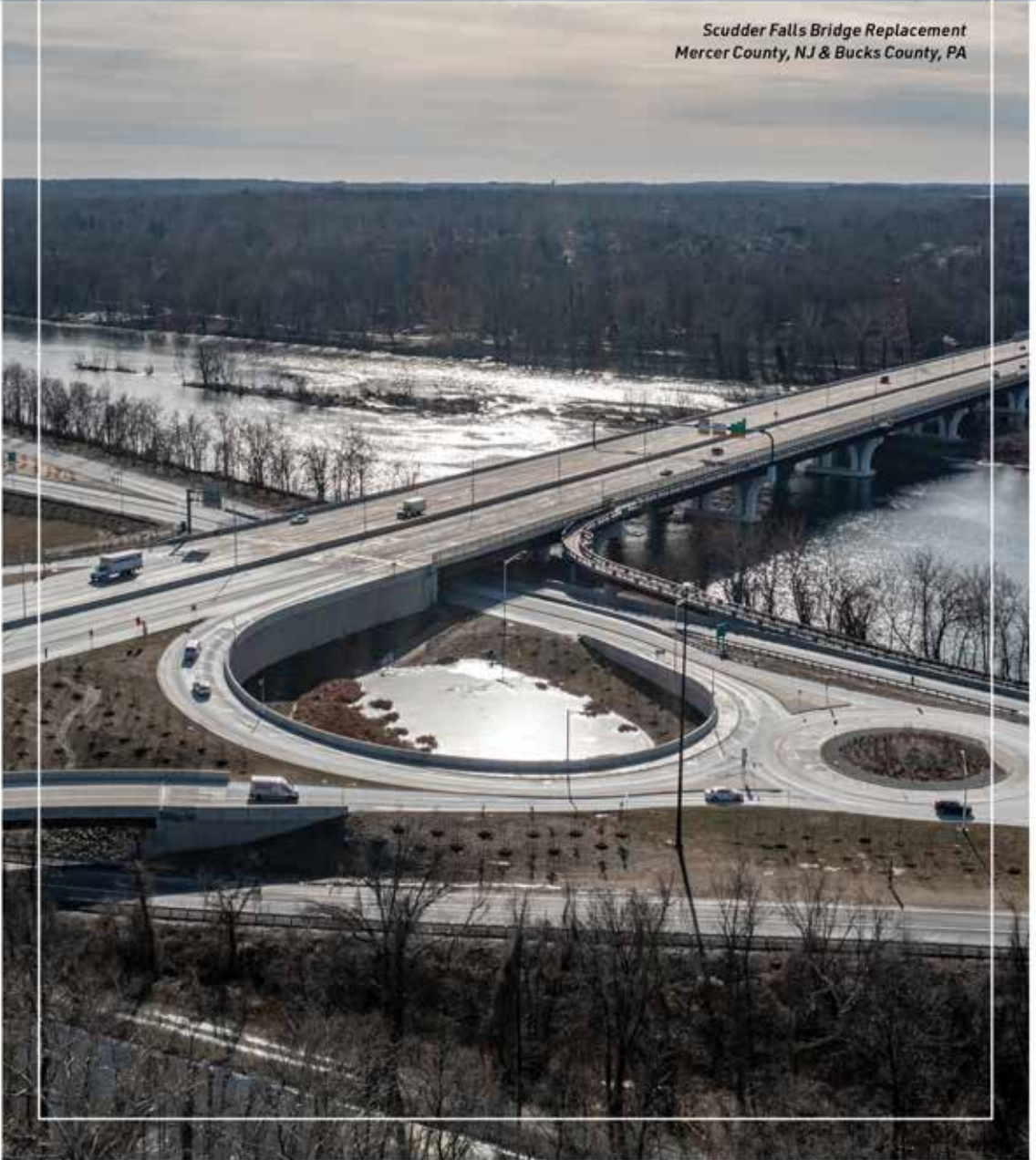
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Hanging Rock Improvement Project



Frankford-Trenton-York Roundabout



SEPTA Metro Wayfinding Outreach



I-83 East Shore, Section 1



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Master of Ceremonies

Dan Tomaso

In 1997, Hurricane Danny inspired Dan to study meteorology when the storm caught his attention due to the name. As a native of Harrisburg, he watched the local weather for fun and learned as much as he could from evening newscasts on ABC27 with the StormTrack Team.



Dan first began communicating his weather knowledge over a closed-circuit television channel titled “Royal News Network” at Saint Catherine Laboure School during his seventh and eighth grade years. In 2003, a special broadcast on this channel featured Chuck Rhodes as a guest co-anchor, who further inspired Dan to pursue the study of meteorology. Dan was offered a part-time meteorology position at ABC27 in August 2009 and has worked at the station ever since.

Before starting full-time at ABC27, Dan studied meteorology at Penn State University from August 2008 to March 2015 in the bachelor’s, master’s, and doctoral programs working for Dr. Raymond G. Najjar. During his time as a Penn State student, he would work at ABC27 mainly on weekends, and during school breaks. In August 2013, Dan completed his bachelor’s and master’s degrees in meteorology through the prestigious Penn State Integrated Undergraduate/Graduate Program. He was accepted into this program in the spring of 2011 and worked with Dr. Najjar on his thesis research titled, “Seasonal and Interannual Variability of the Upper Delaware Estuary Dissolved Oxygen and Dissolved Inorganic Carbon Budgets.” This work is now part of a published manuscript in the Journal of Geophysical Research: Biogeosciences.

Dan stepped away from Penn State in March 2015 to pursue his dream job in broadcast meteorology at ABC27 with a full-time on-air position. While his Ph.D. dissertation remains unfinished, he realized that his passion for forecasting and broadcasting in his hometown was the direction he needed to go for his career. Dan continues to broaden his weather and forecasting education as a broadcast meteorologist seal holder for the National Weather Association, a certification he received in February 2019.

You can see Dan’s latest forecast every Sunday evening live during ABC27 News at 6 p.m. and 11 p.m. and now Monday through Thursday from 12:30 p.m. to 1 p.m. Dan also enjoys participating and volunteering in local events, so stop by and say hello if you see him outside of the station.



PWSA M29 Outfall Improvements
PWSA - Pittsburgh, PA



CM Services for Easton-Phillipsburg Bridge
DRJTBC - Easton, PA



King Street Station Renovations
Rabbittransit - York, PA



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As a leading engineering, design, construction management, construction materials inspection and testing, and environmental professional services firm, Kleinfelder is committed to delivering infrastructure solutions that enhance public safety, respect the natural environment, and strengthen our communities.

Recognizing our employees are the foundation of our success, we maintain an inclusive culture and celebrate diverse perspectives, backgrounds, and talents, creating an environment which fosters innovation and improves performance in all aspects of our business.

**As the recipient of ACEC
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Kleinfelder staff participating in #BreakTheBias during International Women's Day 2022.

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2023 Judges

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Robert Latham, CAE

Executive Vice President of Associated Pennsylvania Constructors

Through exceptional planning and engineering design, these award-winning projects significantly contribute to the quality of life for Pennsylvania citizens. The awards also recognize the involved design professionals for their expertise and dedication to our profession. We applaud and thank our members for making Pennsylvania a better place to live and work.

This year's winners strengthened our infrastructure, enhanced public safety, raised the profile of the engineering profession, and offered sustainable, economical solutions for clients and taxpayers. The winning projects are as diverse as the firms involved. A Diamond Award for Engineering Excellence is a tribute to not only the winning project and its engineering firm, but also to the clients, owners, subconsultants, contractors, and everyone who played a role in making these projects a reality. Our winners embody the spirit of teamwork.




ACEC/PA represents more than 11,000 engineers, architects, land surveyors and other specialists in Pennsylvania.

The association's primary mission is to strengthen and foster the relationships between its member firms, clients, government agencies and elected officials.

Find out more at www.acecpa.org

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Diamond Awards Winner

Category A | Studies, Research and Consulting

Project Name: SEPTA Metro Wayfinding Outreach

Firm: McCormick Taylor, Inc.

Owner: Southeastern Pennsylvania Transportation Authority (SEPTA)

Key Partners: Southeastern Pennsylvania Transportation Authority, Entro



The Southeastern Pennsylvania Transportation Authority (SEPTA) is the fifth largest transit systems in the United States, serving five counties in the Greater Philadelphia area and connecting to transit systems in Delaware and New Jersey. Its services include regional rail, buses, trolleys, subway, and a high-speed line. In response to feedback from customers and advocates, SEPTA is proposing a series of new wayfinding tools designed to make SEPTA services easier to use. This effort includes a new concept system map and name, route names, and station signage to advance a key goal set in SEPTA Forward, the Authority's Strategic Plan: to make the SEPTA system easy to use regardless of familiarity, language, or ability.

In collaboration with SEPTA's planning department and wayfinding consultant Entro, McCormick Taylor conceptualized, designed, and developed an interactive system map and related media-rich web pages to introduce and collect public feedback on "SEPTA Metro," a major wayfinding overhaul of the region's existing rail system. SEPTA Metro will unite and rebrand several lines under a single moniker with the aim of improving and simplifying the rider experience. Adoption of the Metro brand will significantly alter the naming, colors, typography, iconography, signage, and maps associated with several of the region's most historic and frequently ridden lines. The custom digital products that McCormick Taylor developed for the initiative's public commenting period helped SEPTA engage a large and diverse audience, visualize complex concepts and research, and collect feedback on its vision for the future of transit in the region.

Diamond Awards Winner

Category C | Structural Systems

Project Name: Scudder Falls Bridge Replacement Project

Firm: Michael Baker International

Owner: Delaware River Joint Toll Bridge Commission

Key Partners: Delaware River Joint Toll Bridge Commission, Trumbull Corporation



The Scudder Falls Bridge carries Interstate 295 (I-295) over the Delaware River, connecting Bucks County, Pennsylvania, with Mercer County, New Jersey. The original bridge, constructed in 1959, had structural deficiencies and was suffering increasing congestion, prompting the replacement project.

The Scudder Falls Bridge Replacement Project encompassed 4.4 miles of highway and bridge

improvements, including the replacement of the existing four-lane bridge with two twin-span structures that carry six lanes of through traffic (three in each direction) with associated acceleration and deceleration lanes and full shoulders on each bridge. The project also included safety upgrades to the two highway interchanges at both ends (NJ and PA) of the bridge, which included widening I-295 to the inside to provide an additional travel lane from the bridge to Route 322 interchange in Pennsylvania and construction of shoulders throughout the corridor to handle breakdowns and emergencies. The two inside shoulder lanes on the bridge and approach roadways have the capacity to serve as potential future bus/rapid transit routes. Additionally, a new bike/pedestrian walkway was constructed on the upstream bridge that would provide a continuous connection between the two historic canal paths on both sides of the river.

The new Scudder Falls Bridge provides a safer corridor for the traveling public, with improved acceleration/deceleration lanes, faster travel times, and reduced accident rates. Under client Delaware River Joint Toll Bridge Commission (DRJTBC), Michael Baker International served as the project's lead designer, AECOM as the owner's representative, and Trumbull Corporation as the lead contractor.

Bringing communities together

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle—from planning, design and engineering to program and construction management. We deliver projects that better communities and bring them closer together.

We congratulate the Delaware River Joint Toll Bridge Commission and the entire Scudder Falls Bridge Replacement project team on being honored with a Diamond Award from the American Council of Engineering Companies of Pennsylvania. We also extend congratulations to all of this year's award recipients.

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*Pictured: Scudder Falls Bridge Replacement
Delaware River Joint Toll Bridge Commission
2023 Diamond Award, Structural Systems*

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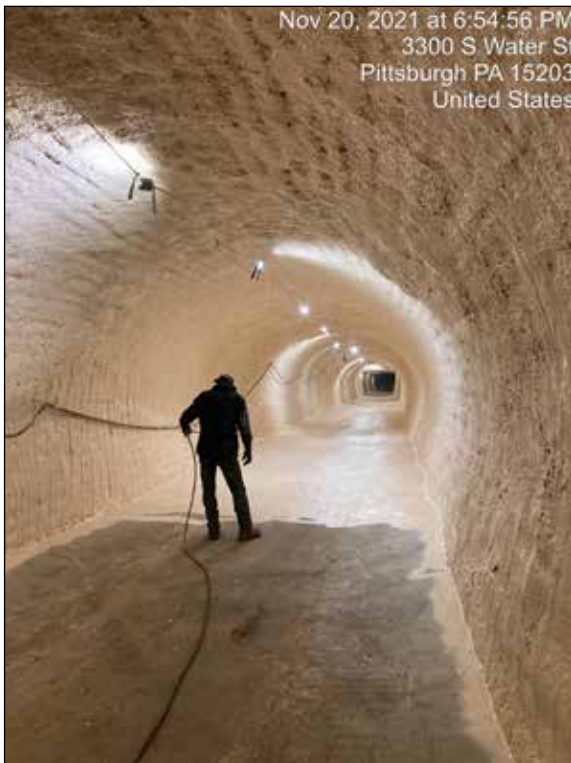
Category F | Waste and Stormwater

Project Name: M29 Outfall Improvements

Firm: Johnson, Mirmiran & Thompson, Inc.

Owner: Pittsburgh Water and Sewer Authority/Allegheny County Sanitary Authority

Key Partners: Pittsburgh Water and Sewer Authority; Allegheny County Sanitary Authority; Allison Park Contractors; Independent Enterprises; H.R. Gray, an Anser Advisory Company; ms consultants, inc.; The University of Iowa; IIHR Hydrosience and Engineering



Johnson, Mirmiran & Thompson, Inc. (JMT) designed trenchless rehabilitation improvements to enhance water quality and increase the structural integrity of the M29 combined sewer outfall (CSO) culvert on the Monongahela River in Pittsburgh. The 15-foot-diameter, 450-foot-long CSO was originally built in the 1800s to culvert a stream and provide land for a steel plant operation along the Monongahela River. Today, the M29 outfall serves as the second largest CSO in the City of Pittsburgh and is a major portion of the combined sewer interceptor network. The M29 outfall was inspected and found to be in severe disrepair, requiring structural lining to prevent the system from collapsing and causing a catastrophic failure.

As a consultant to Pittsburgh Water and Sewer Authority, JMT evaluated several replacement, repair, and trenchless rehabilitation options given the culvert's size and limited accessibility. A physical scale model of the

culvert and outfall was built to simulate the interaction between the combined sewer system and the Monongahela River.

The final construction included: filling major voids in the brick walls from inside the structure; lining the brick culvert walls with shotcrete; reforming and establishing a new concrete invert; applying an epoxy corrosion inhibitor on all surfaces; and replacing the existing stone endwall with a new cast-in-place concrete endwall. The endwall also included a 15-foot metal flap gate to control river intrusion into the combined sewer system, relieving a major hydraulic bottleneck upstream.

Diamond Awards Winner

Category G | Water Resources

Project Name: Moorefield Advanced Water Treatment Facility
Firm: Gwin, Dobson & Foreman, Inc.
Owner: Town of Moorefield
Key Partners: Town of Moorefield; Triad Engineering, Inc.; Triton Consulting, Inc.; S&S Electrical



The Town of Moorefield is the water supplier for 6,500 residents of greater Hardy County, West Virginia. The town also supplies water to the Pilgrim's Pride poultry processing facility, one of the largest of its kind in the eastern United States. Source water is drawn from the south branch of the Potomac River, a source that has many water treatment challenges. The aged treatment facilities (circa 1958-85) were in poor condition. Resulting problems included taste and

odor generation, clogged river intakes, extended filter run times, equipment failures, treatment capacity restrictions, inadequate process redundancy, and marginal finish water quality.

These problems threatened Moorefield's ability to meet stringent drinking water regulations for removal of pathogens, emerging contaminants, and disinfection by-products. Finally, the lack of reliable treatment capacity could impose production limits on the poultry operation.

After extensive pilot testing, Gwin, Dobson & Foreman addressed these problems with the design of a unique 8.0 MGD treatment facility with multiple treatment barriers using advanced technologies. The new design includes passive river intake screening with air burst technology, pretreatment by enhanced coagulation, pressure membrane filtration (0.1 microns), activated carbon addition, and ultraviolet disinfection.

The Moorefield advanced water treatment facility became operational in 2021 at a project cost of \$26 million.

Adaptable for emerging contaminants removal, the Moorefield plant will ensure a safe and reliable water supply for the regional service area and also support ongoing economic development.



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Diamond Awards Winner

Category H | Transportation

Project Name: Interstate 83 East Shore Section 1

Firm: McCormick Taylor, Inc.

Owner: Pennsylvania Department of Transportation Engineering District 8

Key Partners: PennDOT District 8-0; Gannett Fleming, Inc.; Dawood Engineering, Inc.; Navarro & Wright Consulting Engineers, Inc.; Advanced Technology Solutions, Inc.; Lochner; Surveying and Mapping, LLC; J.D. Eckman, Inc.; New Enterprise Stone & Lime Company, Inc.; Michael Baker International



The Interstate 83 (I-83) East Shore Section 1 project is the first project resulting from PennDOT's I-83 Master Plan to be completed and address aging infrastructure, safety, and congestion issues identified along the corridor. The project extends from south of the I-81 Interchange to south of the Union Deposit Interchange near Peiffers Lane located in Lower Paxton Township,

Dauphin County, Pennsylvania. Problems with this roadway included deteriorating pavement, high traffic volumes, and operational safety concerns with the existing mainline and interchange configurations. To address these challenges, the following improvements were included:

- Reconstruction and reconfiguration of the US 22/I-83 Interchange including widening and resurfacing of US 22 between South Franklin Street and Colonial Road, and the replacement of the US 22 bridge over I-83 using Accelerated Bridge Construction techniques.
- The reconstruction of the Union Deposit Interchange including the Union Deposit bridge over I-83 using Accelerated Bridge Construction techniques.
- Replacement of Valley Road, Locust Lane, Megoulas Boulevard, and Londonderry Road mainline bridges utilizing staged construction; replacement of the Elmerton Avenue bridge over I-83; the extension of the Slotznick Run box culvert; seven retaining walls; six structure-mounted sound barriers; 11 design-build ground-mounted sound barriers; and nine overhead sign structures.
- Moved the low point north beyond the US 22 bridge limits to accommodate increased clearances over three local roads and drainage needs for the project.
- Large retaining walls, some more than 30 feet tall, were constructed to support the mainline widening and minimize right-of-way impacts.

Diamond Awards Winner

Category I | Special Projects

Project Name: I-579 Urban Open Space Cap

Firm: HDR Engineering, Inc.

Owner: City of Pittsburgh

Key Partners: City of Pittsburgh; Pennsylvania Department of Transportation; Sports and Exhibition Authority of Pittsburgh and Allegheny County; LaQuatra Bonci Associates; American Geotechnical & Environmental Services, Inc.; Monaloh Basin Engineers, Inc.; Santangelo & Lindsey, Inc.; Collective Efforts, LLC; Christine Davis Consultants, Inc.; A&A Consultants, Inc.; Fay; S&B USA Construction; Thoroughbred Construction Group, LLC; C.H. & D. Enterprises, Inc.; McCrossin Foundations, LLC; Amelie Construction & Supply



In the 1950s, homes and businesses in Pittsburgh's Lower Hill District neighborhood were demolished to construct the former Civic Arena, alongside other development activities. During that time, Crosstown Boulevard, now Interstate 579, was built, which created a "concrete canyon" of tall retaining walls and noisy interstate traffic, essentially separating the Hill from Downtown — reducing land

values and job opportunities for Hill District residents.

The I-579 Urban Open Space Cap project bridged the concrete canyon and created a tree-lined park that provides a walkable link to a neighborhood that lost its direct access to Downtown. This new, urban three-acre green space reconnects Pittsburgh's historic Hill District with the city's Downtown business and cultural center. The first-of-its-kind project remedies historical development that harmed the Hill District by reconnecting this predominantly African American neighborhood through a unique land bridge spanning the interstate. The park was named the Frankie Pace Park in honor of Hill District civic leader and longtime champion of the poor. With integrated art elements designed by artists from the neighborhood, the park includes story walls featuring two prominent residents from the Hill, performance and green spaces, an outdoor classroom space, bike pathways, an amphitheater, and integrated seating elements. Green infrastructure captures stormwater with rain gardens, while native trees, shrubs, and grasses help reduce road noise from the interstate.

Diamond Awards Winner

Category J | Small Projects

Project Name: Frankford-Trenton-York Roundabout

Firm: McCormick Taylor, Inc.

Owner: City of Philadelphia Department of Streets

Key Partners: City of Philadelphia Department of Streets; AmerCom Corporation; Pennsylvania Department of Transportation, Engineering District 6; Councilmember Mark Squilla's Office; Gannett Fleming, Inc.; JPC Group, Inc.; Apex Fence, Inc.; Carr & Duff, Inc.; Gessler Construction; JKT Trucking; McMahon Associates, a Bowman company; O'Donnell Alliance; Ramos Associates; Underwood Engineering; Workzone Contractors; Zone Striping



The City of Philadelphia Streets Department recently constructed a new compact modern roundabout at the intersection of Frankford Avenue, Trenton Avenue, and York Street in Philadelphia's Fishtown neighborhood, through secured Automated Red Light Enforcement (ARLE) funding.

The intersection was one of four locations identified in a 2016 feasibility study focused on High Injury Network locations in the

city. This location was prioritized to advance into design and construction to reduce the roadway footprint and simplify the complexity of the former signalized intersection. The six-legged signalized intersection is located in a dense, urban environment, and the existing configuration was difficult to navigate and had low signal head visibility given the absence of signal mast arms. McCormick Taylor completed the final design for the new roundabout in coordination with the City of Philadelphia Department of Streets; the Office of Transportation, Infrastructure, and Sustainability (OTIS); and the Pennsylvania Department of Transportation (PennDOT).

The overall goal of the project was to demonstrate that a low-cost urban roundabout could be constructed within the existing right-of-way; be more pedestrian friendly; and reduce speeds, emissions, and risk of severe and fatal crashes.

Diamond Awards Winner

Category K | Energy

Project Name: Adelphia Gateway

Firm: Johnson, Mirmiran & Thompson, Inc.

Owner: NJR Midstream

Key Partners: NJR Midstream, Hunt, Guillot & Associates, LLC, NV5, US Pipeline, Kiely Family of Companies, Henkels & McCoy, Inc., American Geotech, Inc., RETTEW Associates, Inc., Carr & Duff, Inc., Work Zone Contractors, In-Situ Soil Testing, LC, The Hillis Group



The Adelphia Gateway project made the Greater Philadelphia region a globally recognized 21st-century energy hub. By creatively repurposing existing infrastructure, Adelphia Gateway increased the availability of competitively priced and regionally produced natural

gas for homes, small businesses, large pharmaceuticals, manufacturing industries, natural gas-fired power generation, and cargo terminals throughout the Delaware Valley. This project helped the client meet both existing and growing demand in the Greater Philadelphia region.

Projects this complex take years of up-front planning, design, and engineering to ensure all the necessary designs, permits, and construction documentation are in place to successfully build the project. JMT performed many design engineering and professional consulting services.

Those services included design of the stormwater management systems required by the Pennsylvania Department of Environmental Protection (PA DEP). JMT worked with the PA DEP to obtain their approval for the environmental aspects of the permitting process. Traffic control plans were prepared and received approval from the Pennsylvania Department of Transportation (PennDOT) to allow the contractor to build 4.5 miles of new pipeline within PennDOT right-of-way. Various subsurface geotechnical investigation and engineering methods were used to accurately identify rock depths and qualities. New equipment foundations were designed to support the mechanical components needed to deliver the natural gas. JMT's team of surveyors and subsurface utility experts identified property boundaries, utilities, and substructures to aid in the pipeline alignment designs.

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Diamond Awards Winner

Best Panel

Project Name: King Street Station Renovations
Firm: Johnson, Mirmiran & Thompson, Inc.
Owner: Susquehanna Regional Transportation Authority d/b/a rabbittransit
Key Partners: Susquehanna Regional Transportation Authority d/b/a rabbittransit, Pennsylvania Department of Transportation's Bureau of Public Transportation; KCI Technologies, Inc. (formerly Sowinski Sullivan Architects); Gannett Fleming, Inc.; Kinsley Construction; Shannon A. Smith Inc.; MidState Mechanical & Electrical, LLC; City of York, Pennsylvania



rabbittransit's existing King Street Station was constructed in the 1990s, and while the site continued to function adequately for bus access and circulation, the overall station, canopy, ticketing, and passenger areas were visibly aged with demanding annual maintenance. The station required numerous repairs and presented daily use, safety, and security constraints. Johnson, Mirmiran & Thompson, Inc. (JMT) and KCI Technologies assessed the station's state of repair. Focused on safety and accessibility, the team identified options to repair, renovate, and improve the station to better accommodate staff, passenger comfort, and bus operations.

The JMT team collaborated with rabbittransit to plan and design the King

Street Station. Proposed improvements maintained the existing passenger island footprint, "threading the needle" to rebuild the station and improve staff facilities and passenger amenities. Key improvements included opening sight lines using fewer columns for a "straightened" canopy structure for end-to-end visibility. New LED lighting with motion-controlled intensity for after-hours safety and a surveillance system further enhances safety. Work included a new ticketing office, upgraded restrooms, and a driver break area. The design also facilitates direct pedestrian and bike connections to the adjacent York County Heritage Rail Trail. Bicycle racks, repair station, and provisions for a future bike rental station are included. Added perimeter passenger shelters, new ADA-compliant center island surface and bus loading areas, an increased roof height, and an enclosed ceiling add long-term durability. JMT provided overall project management, civil-site, structural, and M/E/P design from planning through construction documents, permitting, bid administration and award, and construction consultation.

Diamond Awards Winner

Diversity, Equity & Inclusion Award

Kleinfelder, Inc.



At Kleinfelder, we strive to maintain an inclusive and diverse culture where employees feel valued, challenged, motivated, and treated fairly. Diversity at Kleinfelder encompasses the myriad of characteristics that make each employee uniquely individual, from age, gender, race, and sexual

orientation to education, socio-economic background, and religious beliefs. Because we believe diverse perspectives and talents foster innovation and improve business performance, we embrace diversity in our recruitment programs and integrate it into ongoing workforce management and operations.

Through well-being and lifestyle benefits, Kleinfelder provides all employees with resources for thriving personally and professionally. We advance inclusion through education, training, and development programs that provide all employees with opportunities to fulfill their potential, advance their careers, and grow into leadership positions.

Kleinfelder's commitment to diversity and inclusion extends beyond our firm into the industry. We proactively partner with minority-owned, women-owned, veteran-owned, and historically underutilized and small businesses. We also participate in programs that provide guidance and mentorship to small and disadvantaged businesses to foster their success and continued involvement in the industry.

RETTEW Associates, Inc.



RETTEW's Diversity, Equity, and Inclusion (DE&I) Team was formed as a grassroots effort in October 2020. At that time, there was widespread recognition that these values needed to become an integral part of our corporate culture and business practices. Twenty-three colleagues of differing genders, races, ages, backgrounds, and technical specialties came

together to imagine, design, build, and launch a robust DE&I program. Such an environment is created and enhanced when people working together have a solid understanding of the components that support DE&I. Those components include a heightened awareness of, sensitivity to, and respect for the unique backgrounds, experiences, and perspectives of those around them, and a recognition that everyone has implicit biases, which we must all work to change. RETTEW's program continues to evolve as we learn and develop new ways to focus on DE&I initiatives and share them with our co-workers, clients, and community. Our goal is to lay the groundwork for positive change and be a model for DE&I in the engineering world in the 21st century.

Diamond Awards Winner

Client of Distinction

Over Mike Keiser's 35-plus-year career with PennDOT, he has worked his way up from a civil engineer trainee with PennDOT Engineering District 8-0 in 1986 to the role of deputy secretary for highway administration before retiring in late 2022. Throughout Mike's career, he has been a true partner with and friend to the consultant industry in all aspects of our interaction from providing constructive feedback at marketing and debrief meetings to working through all levels of the contracting process.



As ADE for Design in District 5-0 from 2010 to 2012, Mike oversaw, in 2011, the second largest design let total statewide. In 2012, Mike became district executive in District 8-0 and for the next 8+ years, he was responsible for delivering an average annual construction program of \$350 million post Act 89 and an average design portfolio of over 200 projects, of which a majority were completed by consultant forces. In 2019, Mike was promoted to acting deputy secretary of highway administration and continued to elevate and resolve consultant issues at the department.

As District 8-0's highway design engineer in the early 2000s, Mike was the chairman of the design/safety review committee, where he provided oversight and guidance for consultant design projects during the preliminary engineering phase. Mike also served as the local bridge bill coordinator and ADA coordinator, both positions requiring him to partner with local municipalities and private industry to repair aging and deficient infrastructure for future generations.

Over the course of his career, Mike has always been outwardly focused and actively engaged with various associations, including ACEC/PA, serving as a guest speaker on numerous occasions, speaking on the State of the District and about key industry issues. He also has served on multiple important industry committees such as the State Transportation Innovation Council (STIC), Total Quality Initiative (TQI), and the Interstate Steering Committee and Planning Catalyst Committees. Additionally, Mike has been a strong advocate for the future generation of transportation/civil engineers, serving on the Civil Engineer Advisory Committee for Harrisburg Area Community College (HACC), as keynote speaker for multiple civil engineer training graduations and leadership training classes, and participating in numerous recruiting sessions to educate middle and high school students about civil/transportation engineering.

Over the last two years, as acting deputy secretary for highway administration, Mike was actively involved with programs such as Digital Delivery Directive 2025 and PennDOT Pathways, both initiatives aimed at preparing our industry for the future of transportation.

Throughout his career, it is very clear that Mike has been an advocate for the consulting industry. This is most clearly demonstrated by the level of consulting forces that both District 8-0 and 5-0 have used to deliver their respective programs during Mike's tenure in both districts.

Diamond Awards Winner

Grand Conceptor

Project Name: Forbes Road Emergency Slide Repairs
Firm: WSP USA Inc.
Owner: Pennsylvania Department of Transportation Engineering District 11
Key Partners: Pennsylvania Department of Transportation, District 11; Mele & Mele & Sons, Inc.; Michael Baker International; American Geotechnical & Environmental Services, Inc.; Monaloh Basin Engineers, Inc.; CDR Maguire, Inc.



Western Pennsylvania has witnessed a dramatic increase in the number of landslides over recent years, some of which required immediate attention of infrastructure owners. This Pennsylvania Department of Transportation, Engineering District 11-0, project consists of slide repairs for SR 2102 Section A02 (Forbes Road) and the adjacent

slopes above Turtle Creek in Trafford Borough, Allegheny County, Pennsylvania. With an authorization for emergency procurement, the WSP team mobilized quickly to investigate the area. The combination of the existing extremely steep slope, restricted construction space, contaminated soil with cost-prohibitive removal options, and necessary utility relocation, all while working on an emergency timeline, challenged the entire design team to develop a cost-effective, constructable, and safe solution for this landslide.

The design team then engaged in multiple brainstorming sessions to develop a design that was cost-effective and safe with minimal impact to the traveling public and reduced future maintenance costs. The handling of the existing onsite hazardous material was a key project issue as well. Ultimately, driven H-piles with slope armoring placed in fill behind the piles was selected as the preferred alternative, with a final engineer's estimate of \$1.8 million, well below the original estimate. This allowed the existing roadway geometry to remain unchanged. Traffic was detoured and the project was constructed in a single construction phase. The major elements of work for this project included: H-pile construction, slope repair, drainage repair, full-depth shoulder reconstruction, milling and resurfacing, excavation, embankment, and guiderail replacement.



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Category Submissions

Category A

McCormick Taylor, Inc.

SEPTA Metro Wayfinding Outreach

Michael Baker International

I-81 Improvement Strategy: The Playbook to Set Priorities

Category C

HDR Engineering, Inc.

Jerome Street Bridge Rehabilitation

Michael Baker International

Scudder Falls Bridge Replacement Project

Category F

Larson Design Group, Inc.

Village of Addison Wastewater Improvements

Johnson, Mirmiran & Thompson, Inc.

M29 Outfall Improvements

Category G

Gwin, Dobson & Foreman, Inc.

Moorefield Advanced Water Treatment Facility

Michael Baker International

Somerset Lake Dam Rehabilitation

Category H

Gannett Fleming, Inc.

Potters Mills Gap Transportation Project

HNTB Corporation

Middletown Train Station

KS Engineers, PC

Delaware Water Gap Toll Bridge, Westbound Toll Plaza Roadway & Approach Slab Repairs

Larson Design Group, Inc.

McLaughlin Run Road Roundabout

McCormick Taylor, Inc.

Interstate 83 East Shore Section 1

Michael Baker International

SR 0222 Section 22S

STV Incorporated

Central Susquehanna Valley Transportation Northern Section Project

Category Submissions

Category H (continued)

Whitman, Requardt and Associates, LLP

SR 0322 Sec 036 Diverging Diamond Interchange

Category I

Buchart Horn, Inc.

New State Police Headquarters, PA DGS

CDR Maguire, Inc.

The Southern Beltway: PA Turnpike 576 US Route 22 to I-79

HDR Engineering, Inc.

I-579 Urban Open Space Cap

KS Engineers, PC

Ben Franklin Bridge 4th Street Garage - Cathodic Protection & Repairs

McCormick Taylor, Inc.

Route 320 (Hanging Rock) Improvement Project

Michael Baker International

SEPTA Elwyn to Wawa Restoration Project

RETTEW Associates, Inc.

Enola Low Grade Trail

Urban Engineers, Inc.

PennDOT RTMC and Parking Structure

Category J

Johnson, Mirmiran & Thompson, Inc.

King Street Station Renovations

McCormick Taylor, Inc.

Frankford-Trenton-York Roundabout

McMahon, a Bowman company

Know Before Entry - Creating the Pre-Entry DMS Solution

Pennonni

Adams County Bridge No. 5 (Rhodes Mill Bridge)

WSP USA Inc.

Forbes Road Emergency Slide Repairs

Category K

Johnson, Mirmiran & Thompson, Inc.

Adelphia Gateway



DESIGN WITH *COMMUNITY* IN MIND

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Congratulations to all of the projects and people recognized at ACEC/PA's annual Diamond Awards ceremony. We are proud to continue our support and sponsorship of this important industry organization. Learn more about our submitted project – the new PennDOT RTMC facility – using the QR code below:



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The innovative digital video wall in PennDOT District 6-0's new RTMC facility will complement a robust data network to enhance traffic incident coordination



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